

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

Proposed sailings from Hongkong and St. John, N.B., etc. (Subject to alteration.)

From Hongkong	From Quebec
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH	"ALLAN LINE" FRIDAY, OCT. 14TH
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH
"EMPRESS OF CHINA" SATURDAY, OCT. 19TH	"ALLAN LINE" FRIDAY, NOV. 19TH
"MONTEAGLE" TUESDAY, NOV. 2TH	
"EMPRESS OF BRITAIN" SATURDAY, NOV. 19TH	From St. John
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH	"ALLAN LINE" FRIDAY, DEC. 10TH
	"EMPRESS OF BRITAIN" FRIDAY, JAN. 13TH

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, in Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—L. W. GRADDOCK, General Traffic Agent, Corns Peddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, KOBE & MOI	"NAMSANG"	FRIDAY, 9th Sept., Noon.
MANILA	"YUENSANG"	FRIDAY, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 14th Sept., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaitang," "Mammy" and "Fooking" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Davao, Semporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215, Hongkong, 3rd September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	4th Sept., Daylight.
MANILA	"TAMING"	6th " 4 P.M.
ILOILO & CEBU via AMOY	"SUNGKANG"	7th " 4 P.M.
SHANGHAI	"CHINHUA"	8th " 4 P.M.
CHEFOO & NEWCHOWANG	"NANSHANG"	8th " 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	10th " 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

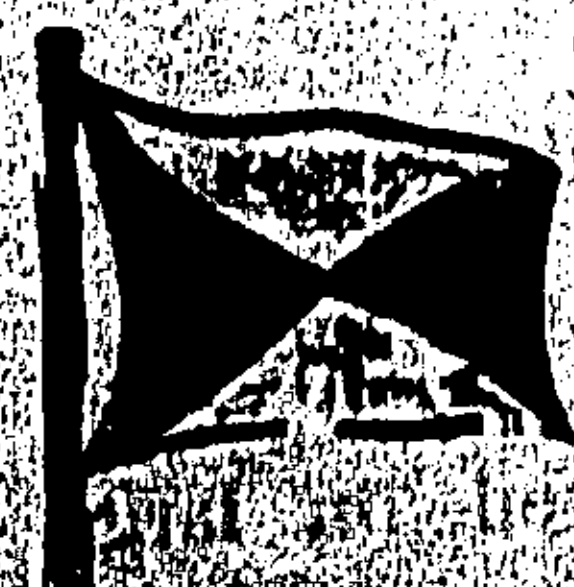
MANILA-TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SREW STEAMERS (Anker, Chama, Lian, Chinko), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

Fares—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Telephone No. 25, Hongkong, 3rd September, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Capacity	For	Sailing Date
MANILA	1,500	100	MANILA	SATURDAY, 3rd Sept., 10 Noon.
CHINA	1,500	100	CHINA	SATURDAY, 10th Sept., 10 Noon.

SHEWAN TOMES & CO.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Consisting of TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., 10 Noon.
VICTORIA, B.C. & TACOMA	"PAMAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., 10 Noon.

The Co.'s newly built steamers have latitudes. Superior accommodation for passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIJIN MARU" Capt. Y. Kaboraki	SUNDAY, 4th Sept., 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOCHOOW	"BUJON MARU" Capt. Y. Futsuno	THURSDAY, 1st Sept., at Noon.

SPECIAL REDUCTION of 30% will be allowed to 1st and 2nd Class Passengers to FOCHOOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHUN MARU" and "BUJON MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office 11 Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MIYASAKI MARU, Capt. T. Matsui KAWAGAWA MARU, Capt. G. H. Butler KITANO MARU, Capt. F. E. Cope	WEDNESDAY, 14th Sept., at Daylight. THURSDAY, 8th Sept., at 5 P.M. WEDNESDAY, 18th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. H. Hoshida	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C. & SEATTLE	AWA MARU, Capt. S. Ichikawa INABE MARU, Capt. K. Kawa	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 13th Oct., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Saito NIKKO MARU, Capt. M. Yagi	FRIDAY, 10th Sept., Noon. FRIDAY, 27th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	OXYLON MARU, Capt. Fred. Fyfe	WEDNESDAY, 14th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	HIRANO MARU, Capt. H. Taper	THURSDAY, 16th Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraph. Cargo only. Carries deck passengers. Calling at Saigon, Omihara, Yokohama & Shanghai.

Through Passengers Tickets issued in the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki (4 days), to Kobe (5 days) and to Yokohama (6 days). For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Queen's Building, First Floor, Queen's Building.

T. KUBOMOTO, Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATON ATCAN" Captain W. D. A. Thomas, will be despatched for the above Ports, TO-MORROW, the 4th inst., at 10 A.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 3rd September, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

FOR BOSTON NEW YORK

"LENNOX" On 5th Sept.

"SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents, Hongkong, 3rd September, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI" Captain Moretto, will be despatched as above on MONDAY, the 13th September, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 3rd Sept. 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE" Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents, Hongkong, 30th August 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS" Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 29th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Capacity	Departure
Bank Line	6,150	400	17th Sept.
Bank Line	6,150	400	24th Oct.

Calling at Amoy and Kaitang, if sufficient cargo is booked.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PASSENGER EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 29th August, 1910.

Consignee.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by marks and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th prox., at 5 P.M., will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9 P.M. on the 5th prox. No claims will be admitted after Goods have left the Godowns; they will be recognized, if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 30th August, 1910.

FROM EUROPE

THE H. A. L. Steamship

"AVBRIA" Captain Doherty, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 5 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex. B. Passengers from New York.

Ex. B. Passengers from Bordeaux.

Ex. B. Passengers from Lisbon.

Ex. B. Passengers from Se'bal.

Ex. B. Passengers from Copenhagen.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 30th August, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 30th August, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IVO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by marks and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 7th September, will be subject to sale.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Hongkong, 1st September, 1910.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by marks and delivery can be obtained as soon as the goods are landed.

Consignment of Cargo from SINGAPORE and PENANG and forwarded to the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., for delivery, will be subject to the charge of the vessel, and will be delivered to Consignees at their risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DAVID MASON & CO., LIMITED, Agents, Hongkong, 1st September, 1910.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., as s.s. *China*, *Sardinia* and *Bimalaya* (Sales of Paper).

From Australia, as s.s. *Macedonia*.

From Persia, Gulf, & B. I. S. N. and B. P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent.

No Fire Insurance will be affected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 31st August, 1910.

RUBBER STATE RETURNS.

June July Total.

Allagar 5,500 5,520 11,020

Alor Pongru 7,000 7,130 14,130

Alma 700 850 1,550

Anglo Malay 48,782 53,537 102,319

Ayer Kuning 833

Ayer Molek 2,013 7,090

Ayer Panas 500 900

Balgownie 9,775 8,751 18,526

Batak Rabit 1,335 1,335

Batang 1,048 2,700 3,748

Batu Caves 13,334 17,458 30,792

Batu Tiga 7,089 8,462 15,551

Berang 97-5 61,543

Beveridge 49,203

Bikam 1,666 2,031 3,697

Birch 900 1,188 2,088

Bukit Kajang 4,793 5,473 10,266

Bukit Rajah 28,612 30,700 59,312

Bukit Lintang 3,644 3,812 7,456

Bukit Timah 779 621 1,400

Bukit K. B. 300 300

Carey United 11,800 12,000 23,800

Castlefield 3,700 3,700 7,400

Changkat Sordang 3,339 3,661 7,000

Changkat Salak 950 1,000 1,950

Cicely 12,495 16,000 28,495

Consolidated Malay 24,700 25,340 50,040

Costedonia 17,100 23,491 40,591

Chomur 639 268 907

Chersonese 2,112 2,583 4,695

Damanara 27,911 133,772

Dalburgh 6,400 6,500 12,900

Federated (Selangor) 11,327 60,555

F.M.S. Rubber 28,670 31,770 60,440

Gadong 14,000 21,000 35,000

Gleashly 1,853 1,735 3,588

Gleashly 3,857 4,899 8,756

Golden Hope 2,056 5,114 7,170

Goldon 11,803 70,137

Gula Kalumpung 10,000 10,000

Harpender 8,700 35,630

Hayer 349 349

Heawood 902 1,000 1,902

High & Lowlands 37,471 39,266 76,737

Inch Kenneth 131,311 114,000 245,311

Indragiri 898 814

Jagra 10,224 11,758 21,982

Jebong 19,300 102,140

Kapar Para 13,587 61,473

Kamuning 7,051 7,035 14,086

Kempoy 3,507 10,088

Kepeng 2,075 3,900 5,975

Klebang 256 256

Kota Linggi 664 500 1,164

Kuala Klang 2,238 10,915

Kuran 2,076 2,400 4,476

Kuran R. K. 3,244 3,302 6,546

Kuala Lumpur 45,200 43,100 88,300

Laba 19,314 16,100 35,414

Ladang 37,793 36,218 74,011

Ledbury 9,546 9,546 19,092

Linggi 53,000 70,000 123,000

THE WHISKY BATH CURE.

UNKNOWN IN ENGLAND.
SOME MEDICAL OPINIONS.

Mr. Rockefeller, it is reported, has derived great benefit from whisky baths taken, first thing in the morning, and with the object of ascertaining whether the whisky bath was a pure American luxury or whether it was known or likely to become popular in England, a *Pall Mall Gazette* representative approached several prominent medical men.

In each case there was a disposition to accord cousin Jonathan the full credit for this singular idea. Those who cherish testotal principles will learn, possibly with relief, that at present, at any rate, there are no indications of England adopting this peculiar ante-breakfast habit.

"I have never heard of a whisky bath being prescribed for any patient in England," remarked one medical gentleman. "We use many spirit lotions, which are applied for reducing swellings. Alcohol in that form can, after all, have only a local effect. The bath treatment is common, too, for febrile conditions, such as typhoid and diseases of the skin, but only water is used. I have heard of milk bath, but a whisky bath is something quite new, and," he added, "it must be introduced mainly to please the vanity of an illustrious American patient."

A GERMAN HABIT.

Another medical authority confirmed the foregoing remarks. "Surgeons in Germany," he pointed out, "use alcohol in fairly large quantities for washing their hands, chiefly as a disinfectant in operations, but I have neither seen nor heard of a whisky bath. That is what a speaker at the Doctors' Congress had to him the other day when he told the National Temperance Union that German doctors were good friends of temperance, because they used alcohol outside and not inside."

"Eau de Cologne baths are frequently taken," he observed, "and they, after all, are only diluted alcohol. Their supreme merit is their refreshing and cleansing qualities."

Asked whether a whisky bath was likely to have any particular efficacy, the doctor replied that he could conceive of none. "The patient," he explained, "could not, even have the debatable privilege of getting drunk that way, because the effect of alcohol is to harden the skin and the evaporation would only go to a certain extent. Undoubtedly, however, Mr. Rockefeller has contravened the laws of true temperance, and it is, so far as any rate, inconceivable that he will find many in England to imitate his curious example."

It is interesting to add that, apart from mud baths, light baths, and vapour baths, atticles to some degree favour alcohol in a way peculiar to themselves. They use whisky for hardening their feet, and it is mentioned that one crack runner called at an inn for a quantity of whisky, and to the surprise of everyone poured it into his boots.

But so far as the whisky bath is concerned it is the possession fittingly enough of the land of novelties and sensations.

SLOWLY WALTZING.

THE RAGE OF THE COMING SEASON.

The Smart Set may wait rapid waltzes, but the general tendency is towards a slow movement. Such is the opinion of Mr. Charles D'Aber, Vice-President of the Imperial Society of Dance Teachers, who opens their sixth annual congress at the Hotel Cecil to-morrow.

But even the Smart Set, Mr. D'Aber is inclined to think, are beginning to appreciate the beauty of some of the dances with which waltzes are coupled, and will dance to slower time in the coming season. To play them rapidly, he explained, is simply to kill the beauty of the theme. The Droid's Prayer is likely to still haunt the ballrooms of the ballroom this season, dividing the honours with Offenbach's Barcarolle, from Tales of Hoffmann. No more seductive strains have been heard for some time than Gaston de Breuille's Ondine, and the same composer's Le Desir d'Amour, which lure the dancer into a slow rhythmic measure infinitely more graceful than the waltz to faster time.

A strange reason was given by Mr. D'Aber for the fact that waltz music is so often played too fast. He ascribed it to the orchestra having been playing during the summer months at various seaside towns, where the audiences, like lively music, such as Sousa's marches, and thus they acquire the habit of playing fast. Very often, he said, a Master of the ceremonies will go over to the orchestra at a ball and ask them to play more slowly. They will do so for a few moments, and then habit gets the better of them, and they return to their old tempo.

The rage of the coming season, Mr. D'Aber believes, will be the waltz, with reversing, the Two Step and the Boston. Square dances, he said, are absolutely dead. The Lancets and Quadrilles are seldom seen in fashionable ballrooms, and when the Lancets were down to be danced at the last Covent Garden Ball only five sets stood up.

The Barn Dance, said Mr. D'Aber, has not been seen for eight years. The Cake-Walk is also never seen and ought never to have lived and the Washington Post saw only one season in London.

In connection with the congress, several novelties are being taught at the Technical School in the Drill Hall, Chancery-street, and to-morrow there will be an exhibition and practice of new dances in the Rotten Row, Hotel Cecil. These will include four new dances, brought out by Mr. Taylor, of Leeds—Valse Montrose, a new version of Hop Scotch, Polka, and Gavotte, a novelty for children.

DOCK RETURNS.

SALGO DOCK.

Drumhead 11,000 tons at Quarry Bay Docks.

Demerol 11,000 tons at Quarry Bay Docks.

Other 11,000 tons at Quarry Bay Docks.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 100/10 1/2

Do. Demand 100/10 1/2

Do. 4 months' sight 100/10 1/2

France—Bank T.T. 100/10 1/2

America—Bank T.T. 100/10 1/2

Germany—Bank T.T. 100/10 1/2

India T.T. 100/10 1/2

Do. Demand 100/10 1/2

Shanghai—Bank T.T. 100/10 1/2

Singapore—Bank T.T. 100/10 1/2

Japan—Bank T.T. 100/10 1/2

Yen—Bank T.T. 100/10 1/2

4 months' sight L/O 100/10 1/2

6 months' sight L/O 100/10 1/2

10 days' sight San Francisco 100/10 1/2

10 days' sight Sydney & Melbourne 100/10 1/2

10 days' sight France 100/10 1/2

4 months' sight 100/10 1/2

4 months' sight Germany 100/10 1/2

Bank of England rate 100/10 1/2

Covered 100/10 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (Namsang) 7th inst.

German (Duff) 7th inst.

Canadian (Empress of India) 8th inst.

American (Manila) 10th inst.

Indian (Lahore) 10th inst.

American (Tungus) 13th inst.

The H. A. L. s.s. *Sambha* left Shanghai on 3rd inst., a.m., and may be expected here on 7th inst.

The H. A. L. s.s. *Speke* left Kobe via Funchow on 3rd inst., a.m., and may be expected here on 8th inst.

The P. & O. S. N. Co.'s s.s. *Nora* left Singapore for this port on 6th inst., at 3 a.m., and is due here on 7th inst., at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Kobe at 5.30 a.m. on 1st inst., and left again at 3 a.m. yesterday for Shanghai, where she is due to arrive at 3 a.m. on 5th inst.

Shipping.

Arrivals.

Peranang, Ger. s.s. 1,011, von Mangelsdorf, 2nd Sept.—*Rigick* 25th Aug., and *Holheim* 1st Sept.—*Rigick* and *Keal*—B. & S.

German, Ger. s.s. 1,713, Fr. Frandsen, 2nd Sept.—*Hoppy* and *Holheim* 1st Sept.—*Keal*, J. & Co.

Halvard, Nor. s.s. 1,066, Pedersen, 2nd Sept.—*Bangkok* 16th Aug.—*Rica*—Agard and Thorsen & Co.

Nanchang, Br. s.s. 1,044, Coran, 2nd Sept.—*Newchwa* 3rd inst., Gen.—B. & S.

Departures.

Sept. 3

Victoria, for Saigon.

Arctida, for Singapore.

Asia, for San Francisco.

Asia, for Manila.

Asia, for Keelung.

Asia, for Tientsin.

Asia, for Saigon.

Visitors at the Port.

Per Phranang, from Bangkok and Hoihow—Dr. C. G. Menin, and 35 Chinese.

Steamers.

Arratona, Apar. Br. s.s. 2,391, D. Thomas, 25th Aug.—*Kobe* and *Moji* 1st Aug. Gen. and Co.—D. S. & Co.

Bayu Maru, Jap. s.s. 1,713, Vatsuyama, 1st Sept.—*Dairen* 26th Aug. Gen.—M. B. K.

Daljin Maru, Jap. s.s. 1,713, Vatsuyama, 1st Sept.—*Tamoi* via Amoy and Swatow 30th Aug. Gen.—O. S. K.

Elar, Br. s.s. 2,571, Milner, 1st Aug.—*Hankow* 15th Aug. Gen.—B. & S.

Foochow, Br. s.s. 1,122, Vincent, 16th Aug.—*Canton* 15th Aug. Gen.—B. & S.

Hongkong, Br. s.s. 2,321, A. Cornelissen, 31st Aug.—*Halphong* 30th Aug. Gen.—A. R. Mart.

Hue, Fr. s.s. 722, Poullet, 30th Aug.—*Halphong* 30th Aug. Gen.—M. & Co.

Keong Wal, Ger. s.s. 1,107, Joh. Kohler, 30th Aug.—*Bangkok* 30th Aug. Gen.—B. & S.

Kumchow, Br. s.s. 1,450, J. D. Martin, 30th Aug.—*Bangkok* 30th Aug. Gen.—B. & S.

Kwai, Br. s.s. 1,516, E. H. Pratt, 30th Sept.—*Canton* 31st Sept. Gen.—O. M. S. N. Co.

Lennox, Br. s.s. 2,361, D. Reid, 1st Sept.—*Keelung* 30th Aug. Gen.—D. & Co.

Lighting, Br. s.s. 2,321, E. P. Smith, 1st Sept.—*Calcutta* 17th Aug. Gen.—D. S. & Co.

Lockness, Ger. s.s. 1,020, W. Taubert, 30th Aug.—*Bangkok* 31st Aug. Gen.—B. & S.

Looske, Ger. s.s. 1,020, G. Schulz, 30th Aug.—*Bangkok* 30th Aug. Gen.—B. & S.

Lycomon, Ger. s.s. 1,328, V. Pilyras, 30th Aug.—*watow* 30th Aug. Ballant.—H. A. L.

Mandarin Maru, Jap. s.s. 1,341, K. Tanamoto, 30th Aug.—*Milka* 15th Aug. Gen.—M. B. K.

Onsang, Br. s.s. 1,057, E. J. Buller, 2nd Sept.—*Moji* 27th Aug. Gen.—J. M. & Co.

Pahol, Br. s.s. 1,227, Gibbs, 30th Aug.—*Charbon* 10th Aug. Gen.—B. & S.

Pompey, Am. s.s. 1,400, James D. Linch, 16th July—*Cavite* 12th July Gen.—American Government.

Spir, Nor. s.s. 571, H. C. Solum, 10th Sept.—*Manila* 10th Aug. Ballant.—Agard and Thorsen & Co.

Sel Sany, Br. s.s. 1,770, M. Pickett, 1st Sept.—*Canton* 31st Aug. Gen.—O. M. & Co.

Taming, Br. s.s. 1,350, G. H. Parnell, 2nd Sept.—*Manila* 30th Aug. Gen.—B. & S.

Tecoma Maru, Jap. s.s. 1,350, H. Yamamoto, 30th Aug.—*Tecoma* 30th Aug. Gen.—B. & S.

Talia, Br. s.s. 1,400, James D. Linch, 16th July—*Cavite* 12th July Gen.—American Government.

Tjilatjap, Dut. s.s. 1,300, J. W. La Rooy, 30th Aug.—*Batavia* 2nd Aug. Gen.—J. G. J. L.

Yatshing, Br. s.s. 1,450, S. J. Payne, 1st Sept.—*Bangkok* 30th Aug. Gen.—B. & S.

Yatshing, Br. s.s. 1,450, S. J. Payne, 1st Sept.—*Bangkok* 30th Aug. Gen.—B. & S.

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SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

STOCKS	NO. OF SHARES	VALUE	PAID UP	OPTION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,100,000 \$1,100,000	\$2.02 1/2	£2 1/2 for half year ending 31.12.09 @ 10% = \$5.12 1/2	\$5.12 1/2 sales
National Bank of China, Limited	99,935	£7	£6	£4,000 \$5,000	\$30.552	\$2 (London 3/6) for 1908	\$76 buyers
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000	none	\$10 for 1908	\$172 1/2 buyers
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 215 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	£1,000,000 \$1,000,000	\$187,084	Final of \$20 per share, making 10/- all \$10 per share for 1908 and an interim dividend of \$30 per share for 1909	1855 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000	17 7/8	\$12 for year ending 31.12.08 and interim of 1/- on account of 1909	1805
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000	\$4 5/8	\$5 and bonus \$4 for 1908	\$11 1/2 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$415,218	\$27 for 1908	\$31 1/2 buyers
SHIPPING							
China and Manila Steamship Company, Limited	80,000	\$25	\$25	\$2,000,000 \$2,000,000	Dr. \$37 1/2	\$1 1/2 for 1908	\$24 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000	none	\$1 1/2 for year ending 30.6.1908	\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000	184,660	Dividend of \$1 1/2 for 30.6.10	\$33 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,160 \$138,160	537.82	6/- for 1907 on Preference shares only @ 10% = 1/6 = 2.5/-	\$60 sellers
Do. (Deferred)	60,000	£5	£5	£138,160 \$138,160	12,994	3rd 1/2 of 2/- per sh. (coup. No. 12) making 1/- in all 4/- for 1908 & interim of 1/- for acc. 1907	88 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£200,000 \$200,000	11 1/2	A dividend of 2 1/2 % for 1907 ending 30.4.1910	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000	11 1/2	A bonus of 5 %	\$12
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$5,090	\$10 per share for 1907	160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000	Dr. \$121,801	\$3 for 1907	\$16 sellers
Petok Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 120,000 \$120,000	Tls. 6.02	Tls. 10 for year ending 31.12.09	Tls. 800 sellers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£115,000 \$115,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 16
Headwaters Mining Company	60,000	£1	£1	£115,000 \$115,000	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£115,000 \$115,000	none	\$1 per share 19th dividend	57 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	G \$100,000 \$100,000	none	Final of Gold \$0.45 for 1909 in all G \$1.15	41 1/2
DOCKS, WHARVES & GODOWNS							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000	\$261,847	\$1 1/2 for 1909	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000	\$137,735	No dividend paid this year	\$50 1/2 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 5,570,000 \$5,570,000	Tls. 6.26	Final of Tls. 3 making Tls. 6 in all 10 1/2	Tls. 76
Shanghai and Hongkong Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 2,600,000 \$2,600,000	Tls. 9.22	Interim of Tls. 3 for 1910	Tls. 116
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 \$2,500,000	Tls. 4.314	Tls. 6 for year ending 30.6.09	Tls. 121 buyers
Central Stores, Limited	50,121	\$15	\$15	\$751,815 \$751,815	\$24,277	\$1.20 on old and 60 cents on first new issue (\$1.80 on old shares and 2.30 on new shares) for half year ending 31.12.09	\$24 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000	\$27.9	Final of \$1 1/2 making \$7 for year end. 31.12.09	\$84 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000	\$5,471	45 cents for 1909	18 sales
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$8.9	\$1 1/2 for 1909	\$39 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	none	Interim of Tls. 3 for 1910	Tls. 122 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 \$3,900,000	Tls. 63,069	Final of \$1.80 making in all 3.80 per share for 1909	\$39 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	11,958	Tls. 11 for year ending 31.10.09	Tls. 110
COTTON MILLS							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$1,000,000	Tls. 10,991	50 cents for year ending 31.7.08	\$5
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$9,551	Tls. 7 1/2 for year ending 30.6.09	Tls. 42
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$750,000	Tls. 8,378	Tls. 6 for 1909	Tls. 65
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$800,000	Tls. 11,172	Tls. 25 for 1909	Tls. 240
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$200,000	Tls. 11,172	Tls. 25 for 1909	Tls. 240
MISCELLANEOUS							
Shell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£107,550 \$107,550	£648	15 % per share for 1908	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	none	60 cents for 1909	18 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000 \$250,000	\$61,178	60 cents for year ending 31.12.08	\$1.40
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$1,850,000	\$1,860	80 cents for 1909	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000	\$1,860	\$1.20 for year ending 31.7.09	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$10.10	Final of 40 cents making 12.10 1/2 cents per share for 1909	\$5 nominal
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$670	14 per cent. viz. \$1.40 for 1909	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$11,778	A dividend of \$1.20 per share and a bonus of 10 cents	\$10 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$9,176	Final of \$8 for 1908	\$91 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	Tls. 116,682	Final of \$1 making 14 1/2 for 1908	\$11
Mattechappi, or Mita, Beach on Landbowen Point in Langkat, Limited	25,000	G \$100	G \$100	G \$2,500,000 \$2,500,000	Tls. 61,924	Interim dividend of Tls. 1 1/2 15th March	Tls. 1,300
Peak Tramway Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$3,014	80 cents on fully paid shares and 8 cents on 10 paid shares for year ending 30.6.09	\$14 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	Pa. 16,640	None	\$15 1/2
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	Tls. 21,822	None	\$10 sellers
Shanghai-Sumai Tobacco Company, Limited	80,000	Tls. 20	Tls. 20	Tls. 1,600,000 \$1,600,000	Tls. 5,250	No dividend this year	Tls. 155
Societe des Papiers et Papeteries du Tonkin	15,200	50 Halong	25 Currency	none	none	First year	\$200
South China Morrell Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$31,096	None	\$26 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$500,000	\$27.80	10 % for year ending 31st May 1910	\$51 1/2
Union Waterworks Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	none	60 cents for year ending 31.12.08	\$6 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$24	60 cents per ord. share for year ending 31.5.09	\$24 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,941	15 cents for 1909	\$1
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$2,613	None	\$1 1/2
William Farrel, Limited	25,000	7	7	none	\$72	None	\$2 sellers

Hotels.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

[49]

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Madras Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 4th September.

Ice Drinks, Brit Brands of Liquors served at tables on the Lawn of Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 31st August, 1910.

[50]

Intimations

Denmarks Pride



HEYMAN'S BUTTER

SIEMSEN & CO., Sole Agents.

49

NEW SHOP!
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF

RARE JEWELS,

&c., &c., &c.

MOHIDEEN &
CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.,

38 & 40, QUEEN'S ROAD

CENTRAL.

HONGKONG, 22nd May, 1910.

NOTICE TO SUBSCRIBERS.

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WEEKLY—\$25 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies: Daily—10 cents; Weekly—20 cents (for cash only).

(PAYABLE IN ADVANCE)

There will be no return to subscribers who do not send their orders to the undersigned.

By Order.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

40, 42, 44, Queen's Road, Hongkong.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

MIDNIGHT DART.

4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
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10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15